



The Rhumb Line

Maine Maritime Museum

June 1999

Number 20



It's Here! *Percy & Small History* *Now Available*

If you buy only one book this year, let it be this one. Maine Maritime Museum is pleased to announce the publication of the definitive history of the Percy & Small Shipyard and the construction of the large coasting schooners. *A Shipyard in Maine: Percy & Small and the Great Schooners* was formally unveiled at a book-signing party on May 11 to honor authors Ralph Linwood Snow and Captain Douglas K. Lee.

A Shipyard in Maine chronicles the partnership of Captain Sam Percy and Frank Small, who produced seven six-masted schooners, 15 five-masters and 19 four-masters, along with several scows and barges during 1894-1920. Among the Percy & Small production was the six-masted schooner *Wyoming*, which authors Snow and Lee conclude was the largest wooden sailing vessel ever built, anywhere.

continued on page 7

Glee—Delirious excitement accompanied the arrival of copies of the new Percy & Small history. Library Director Nathan Lipfert opened the first box to reveal its long-awaited contents.

—Photo by Glory Penington

Bunting, Shettleworth Earn Parker Award

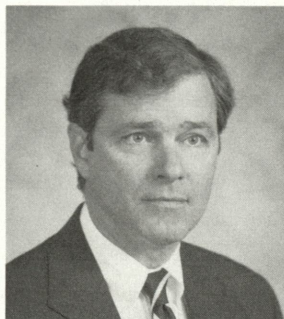
William H. Bunting and Earle G. Shettleworth, Jr. have received the Museum's Captain W.J. Lewis Parker Award for their book, *An Eye for the Coast: The Maritime and Monhegan Island Photographs of Eric Hudson*. The award was presented at the 27th annual Maritime History Symposium in May.

The Parker Award is given annually for outstanding contributions to the field of Maine maritime history. Bunting and Shettleworth were honored for their analysis of a collection of stunning photographs made by

the New York artist Eric Hudson, who sailed the Maine coast during the 1890s. The book carefully describes many Monhegan Island landmarks and comments extensively on vessels depicted in the photographs.

The artist's daughter, Miss Jacqueline Hudson attended the presentation. It was she who donated the photograph collection to the Maine Historic Preservation Commission. She later presented two of her father's sailing-cruise sketchbooks to Maine Maritime Museum.

Our Mission is to collect, preserve and interpret materials relating to the maritime history of Maine and to promote an understanding and appreciation thereof.



From the Chart Table

In boatyards, marinas, fishing co-ops and countless other waterfront locations the air now is filled with the smells of bottom paint and varnish and the sights and sounds of boats being prepared for the summer season. So it is here on the Kennebec. Our docks, floats and boats are being furiously readied for service as we race against the clock to be completed by Memorial Day Weekend. And, we will be.

You will note elsewhere in this issue that progress being made on a number of fronts. We will change out the Crooker Gallery in June, bidding farewell to the tugboats we have grown to love and welcoming in the cruising yachts of yesterday in *All the Go: A Celebration of Yachting in Maine*. We look forward to sharing this exhibition with you, particularly those of you arriving by boat on your own local or Maine cruise.

When you read this our summertime guided tours, narrated cruises, brown-bag lunches and shipyard demonstrations will be in full swing. And the wonderful *Sherman Zwicker* will be returning to her summer berth at *Zwicker* pier: the association between the Museum and the Grand Banks Schooner Museum will be fifteen years old this year.

Our capital campaign, *Honoring Our Seafaring Heritage* is out in the open and we have our goal of \$3,500,000 clearly in sight. At \$2,600,000 we are well on our way to a successful completion before year-end, with commencement of one or more of the various projects beginning even this calendar year.

As I often do in this space, let me again invite you to visit us soon and often. This summer you might ride aboard our new excursion vessel, *Chippewa*, a service provided by Steve Pagels of Cherryfield, Maine. We look forward to seeing you.

Tom

Thomas R. Wilcox, Jr.
Executive Director

The Rhumb Line

Number 20 June 1999

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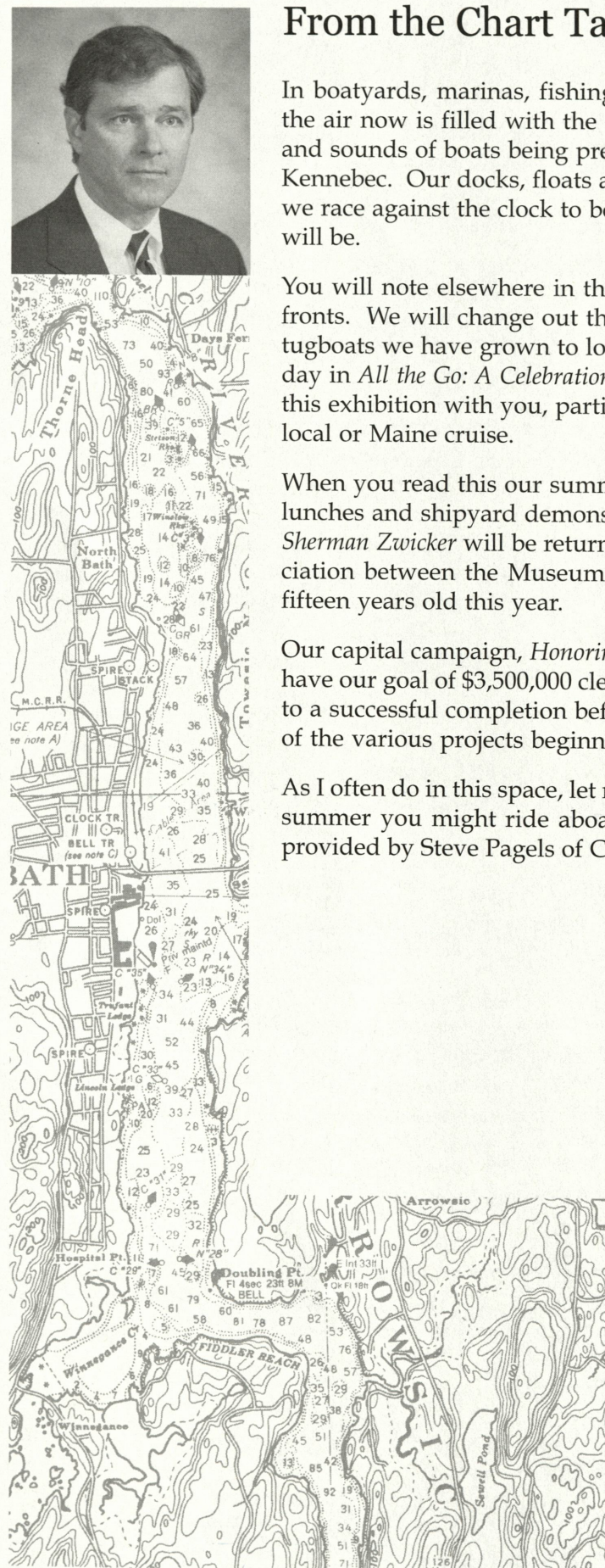
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Gallery —

It's the midmorning of November 24, 1908. The handsome 3,424-gross-ton schooner Edward B. Winslow towers over the Percy & Small yard awaiting her launching. At this hour the shipyard is deserted, excepting a few spectators admiring the new vessel.

The massive bronze-green hull dwarfs people and buildings. In the middle of the yard stands the famous shipyard privy, and in the left foreground a pile of lumber covers part of the south ways where two weeks earlier the five-masted Fuller Palmer was launched.

By top of the tide at 12:30 p.m. more than 1,000 people will assemble to watch the sixth Percy & Small schooner go overboard. When she does the Winslow will become for a time the largest wood sailing vessel afloat.

-W.J. Lewis Parker Collection

No Summer Plans? Here's What to Do!

Every day at Maine Maritime Museum there's something to instruct and captivate. During June 26 - August 29 our free public demonstrations will be up and running, so don't worry about your summer. Grab your membership card and come visit.

On Mondays watch a Gilmore's **seafood processing** demonstration. See traditional ways of cutting, filleting and salting fish. On Tuesdays watch how we **document boats** (10-4); or learn about **navigation instruments** from the 1400s to the early 1900s (10-3). On Wednesdays John McDonald brings us his special brand of **Maine storytelling** and humor, focusing on his seafaring days and coastal history (10-2).

Every Thursday watch **wood carving** with educator Wayne Robbins. You'll pick up some tales of the sea along the way (9:30-1:30). Friday is the day for **steam-bending**, a simple but deceptively difficult procedure used to shape planks. Learn about theories of bending, wood selection, steambox construction, compression and stretching (10-2).

On Saturdays we "**launch**" a vessel in our demonstration tank to show the traditional way of moving a vessel from land to water (10-3). And on Sundays explore **lobstering** and lobstering history. Learn how a lobster trap works, the differences between male and females, and the life cycle of lobsters.



Tour the Kennebec Aboard Historic Vessel

The Museum has engaged the services of the 65-foot passenger vessel *Chippewa* to carry on our popular 50-minute narrated tours of the Kennebec River.

Operated by Steve Pagels of Cherryfield, Maine, the *Chippewa* is an historic vessel in its own right. Built in 1923 as a Great Lakes passenger ferry she seats 105 passengers, including 40 in the enclosed main cabin and others on the side decks and the upper deck. There are two lavatories on board.

Ticket-holders will see the Museum from the water and get a close-up look at Aegis-class destroyers under construction at Bath Iron Works. The excursion trip includes a passage by Doubling Point Lighthouse into Fiddler's Reach, where it is possible to see osprey and bald eagles.

The *Chippewa* will also be available for charter trips, and makes an excellent venue for a catered three-hour evening cruise. Call the Museum for more information, or come take a ride!

Family Resemblance—If the *Chippewa* looks familiar perhaps it's because of the *Sabino* (right). Built at East Boothbay in 1908 as the *Tourist* she carried passengers in Maine for years. When Captain Jim Perkins had her he renamed her after Sabino Head, his favorite haunt along the Kennebec River. At our Maritime History Symposium in May George King III captivated us all with a scholarly yet amusingly anecdotal biography of the *Sabino*.

—MMM Collections



Tall-Ship Theatre Plans Call at Museum

Maine Maritime Museum will welcome the Caravan Stage Barge during August 6-8 for three performances of their amazing production *Trapped: A Whale of a Tale*.

Trapped is a modern reenactment of Samuel Taylor Coleridge's famous poem *Rime of the Ancient Mariner*, replete with mythic imagery and stage magic, especially the creation of a 60-foot whale suspended in the ship's rigging.

Performances are scheduled for 8:30 p.m. each evening. Audiences will enjoy picnicking on the Museum lawn while watching the play unfold from the deck of the *Amara Zee*, the first ship-theatre in North America. Ninety feet in length, she is a specially-constructed vessel based on traditional English Thames River sailing barges.

Theatre Tickets are \$10 members; \$15 non-members. Reservations are required and may be made by calling (207) 443-1316, ext. 321. Tours of the *Amara Zee* can be available during the day with regular museum admission.

Free Lectures for Lunch

This summer the Museum will offer free public lectures each Wednesday during our Brown Bag Lunch series. These luncheon programs are free to the public as well as to museum members, and will be held in the Mould Loft during June 16-August 18. Bring your lunch and enjoy the experience!

- June 16: Terry Poole from Flatiron Structures Company presents a progress report on the new Sagadahoc Bridge, a subject of timely interest to residents and visitors alike.

- June 23: Author Ralph Linwood Snow offers "A Shipyard in Maine," highlighting his newly-published history of our Percy & Small Shipyard (see page 1).

- June 30: Historian Douglas Sabin discusses New England privateers during the American Revolution and the subsequent history of U.S. privateering.

- July 7: Keith Luke of Paul E. Luke, Inc. of East Boothbay, Maine talks on the evolution of propeller, and answers "Which propeller is right for my boat?"

- July 14: Nathan Lipfert repeats his popular presentation entitled "Death in the Shipyard." He will offer a tour of locations at Percy & Small where accidents occurred.

- July 21: In "Merrymeeting Bay — A Sense of Place" Professor Franklin Burroughs of Bowdoin College considers his encounters with Merrymeeting Bay from the perspective of a writer.

- July 28: Jim Spencer, president of Friends of Doubling Point Light will discuss the restoration of this 100-year-old lighthouse in Arrowsic and the history of four light stations on the Kennebec.

- August 4: Ken Textor presents "Sailing along the Kennebec." He is the author of *Innocents Afloat* and a regular contributor to *WoodenBoat*, *Cruising World* and other publications.

- August 11: Author of *A Bride's Passage: Susan Hathorn's Year Under Sail*, Catherine Petroski will follow the diary of a Maine bride who went to sea with her new husband.

- August 18: Bud Warren presents a timely look at the planning, research, and construction of a replica of the pinnacle *Virginia of Sagadahoc* to coincide with the 400th anniversary of the Popham Colony's brief establishment on the Kennebec River in 1607.



Don't Let Us Sail Without You!

Support MMM by Becoming a Member

Individual	\$25-49
Family	\$50-124
Sustaining	\$125-249
Patron	\$250-499
Shipwright	\$500-999
Downeaster	\$1000+

Please send us your check or call our Membership Office at (207) 443-1316

Cable to Broadcast Popham Lecture

Our members in mid-coast Maine may take note that Casco Cable TV plans two broadcasts of a videotaped lecture entitled "England and the New World: The Archaeology of the Jamestown and Popham Ventures." At press time Casco Cable has slated the broadcasts at 8 p.m. June 23 and 7:30 p.m. June 24.

The lecture was originally presented to a standing-room-only crowd at Maine Maritime Museum on April 15. Archaeologist William Kelso, director of the Jamestown Rediscovery Project and Jeffrey Brain, project leader of the Popham Archaeology Project presented evidence linking the 1607 Kennebec River colony to the more successful establishment at Jamestown, Virginia.

Small Point

If you want to see the power of a ship launched down sloped ways you should plan on visiting Bath Iron Works soon. BIW is building a construction dock where ships will be assembled on the level and floated into the river. Only three more sliding launches are planned: the last is currently scheduled in December 2000.

News *In Store*

Celebrate Yachting!—with a plank-on-frame model of *Columbia*, first repeat defender of the America's Cup (1899 and 1901). Towering mast, boom, gaff and bowsprit, stitched cotton sails and detailed rigging make this a must for any yachting enthusiast. 68 in. long, 71 in. high \$600.00

Your favorite **maritime periodicals** are now available:

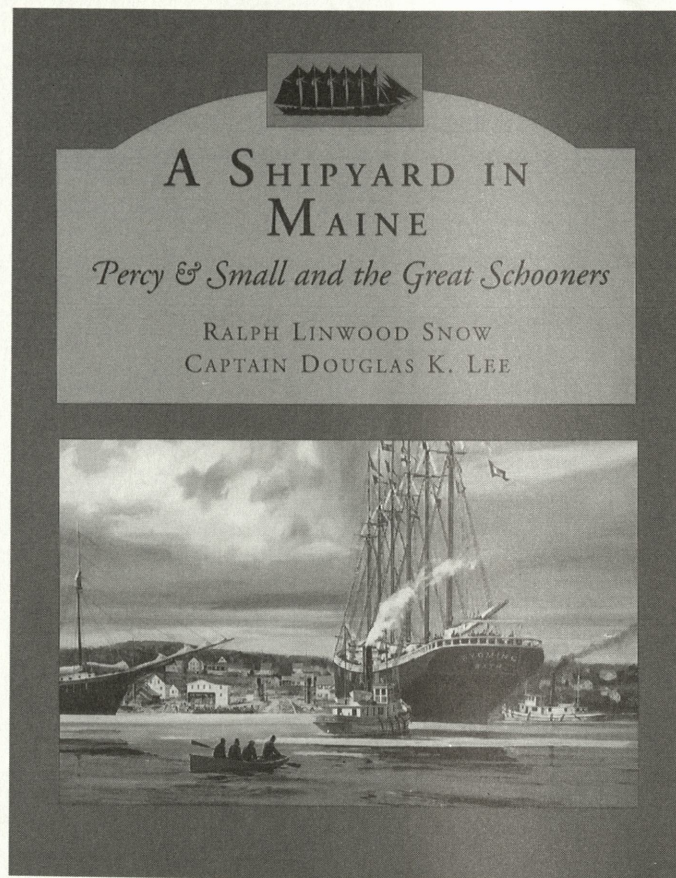
- *Maine Boats & Harbors*
- *Maritime Life & Traditions*
- *Nautical Research Journal*
- *Ocean Navigator*
- *Water Craft*
- *Wooden Boat*

**Don't forget the
10% Members Discount!**

Our Wish List

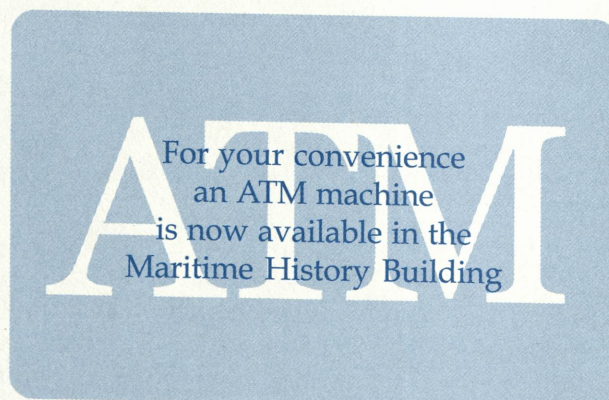
*Please call Tom or Ruth at (207) 443-1316
if you can help out. Thanks!*

chop saw
drill press
stationary sander
cotton diapers
wooden rulers
craft paint
planking clamps
lime (4 acres worth)
library cart
box compass
small trailer
utility shelf cart
a final-point-of-sale
work-station computer
a fireproof safe large enough to hold four
11x16 in. cash drawers
marine-related board games, jigsaw
puzzles and children's books



New Release—The first authoritative history of the shipyard we call our own. Lin Snow and Doug Lee's major new work *A Shipyard in Maine* is available now: 391 + xvi pages, with color plates and extensive plan drawings. \$49.95

Also Available— *An Eye for the Coast: The Maritime and Monhegan Island Photographs of Eric Hudson*, by William Bunting and Earle Shettleworth. This wonderful book has been awarded the Museum's Captain W.J. Lewis Parker Award (see page 1): extraordinary photographic reproductions with extensive commentary by the authors. \$25.00



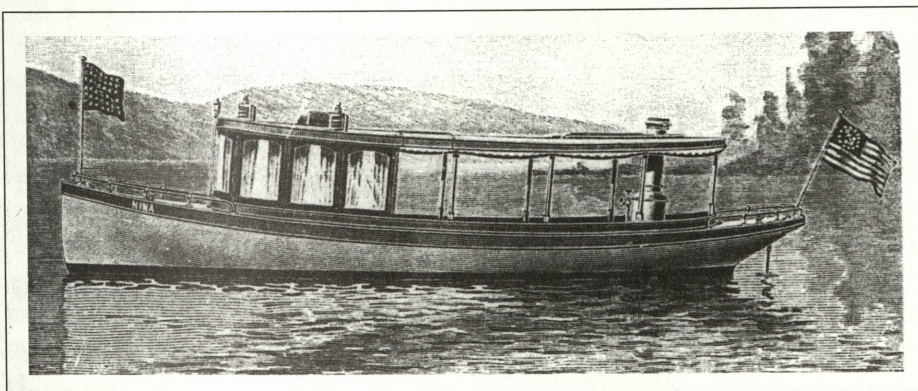
Percy & Small Book, *continued from page 1*

Nowhere is the coastal coal trade explained so thoroughly and on such human terms. The new book is a valuable—and obtainable—addition to *The Great Coal Schooners of New England 1870-1909* by Captain W.J. Lewis Parker, for a half-century the standard reference work on the shipment of mid-Atlantic coal under sail.

Author Snow's engaging text is supported by Captain Lee's meticulous fold-out drawings that render every detail of the big vessels, as painstakingly derived from half-hull models, photographs, surveys, a few blueprints and the hulk of the *Cora F. Cressy*, the last surviving P&S schooner.

Snow considers the construction and financing of the big vessels, but also the human circumstances of shipbuilding. A considerable part of the book retells stories of the shipyard workers, and an appendix names every person known to have worked at Percy & Small. Maps and charts help readers get their bearings, and the superbly-rendered (some never before seen) historic photographs are augmented by color plates of paintings of Percy & Small vessels.

Credit for the high production values goes to editor Jennifer Buckley Elliott and Barbara Diamond, along with the editorial and production staff at Tilbury House Publishers. Copies of *A Shipyard in Maine* are now available in our Museum Shop.



Welcome Aboard!

New Members February - April 1999

Clement B. Barter
Terry L. Bell
Arthur and Margaret Bliss
Robin Buczkowski
Thomas C. Butler, Sr.
Mary Conover
Stephen C. DeWick
Irene L. Dignan
Barb Fisher
John W. Gibson
Barry Gough
Ronald E. Herrick and
Elizabeth Hartley
Melvin E. Hodgkins
Shephard S. Johnson
William J. Johnson
Andrea Juers
Barbara Kasabian
C. Gardner Lane
Andrew S. Marvin
Larry R. Mosier
Gordon and Judy Nash
G. Patrick and Judy Nerbonne
Larry Nies
Robert A. Norton
Susan Russell
William H. Ryan
Elizabeth J. Spear
David A. Tarr
Jeff Teel
Peter Thomas
Linda Thompson
Warren Tilton
K. D. and E. Hawes Unangst
Gary Wharton
Ann P. Willauer
Philip and Evelyn Woods

Plans Afoot to Expand Boat Exhibition Space

The Museum is looking for a few good builders to enlarge the boat exhibition on B-deck (under the Boatshop). The reconfigured Small Craft Exhibit will provide space to display a larger number of the more than 130 historic boats in our collections.

The Museum needs volunteers with some experience, perhaps building or renovating barns or houses to help set up joists and level the existing space for an extension to the northward of the current floor.

The plan calls for this work to be completed by September so that the new floor can be laid during

the autumn. Once complete the exhibition lighting, information panels and boats will be installed. With sufficient volunteer input the expanded exhibition will be opened in the spring of 2000.

One boat scheduled for inclusion is our century-old naphtha launch, which has just been rebuilt in the Boat Shop. (The image above depicts a more elaborate launch from the same firm that built ours.)

Anyone interested in assisting with this important project may call our Volunteer Coordinator Ellen Conner at (207) 443-1316.

C.B. Harrington Built Yachts to Win

Charles Brodie Harrington's name does not always appear on lists of the principal shipbuilders of Bath. Yet in his day the production from his boatyard meant a great deal to owners of merchant vessels, and even more to Yankee yachtsmen and rusticators.

Harrington built working schooners, passenger steamers and pilot boats, but his output consisted foremost of small craft: yawl boats, sailboats and tenders of all kinds. And he devoted much of his attention to fast-flying sailing yachts. During 1870-1900 his name could send a chill down the spine of any New England yacht designer, particularly if he catered to the wealthy sportsmen of Boston and Cape Ann, Massachusetts. In the Boston regattas of the day it was often a Harrington-built yacht that walked away with the first prize trophy.

Born in Sullivan at River St. John, Nova Scotia on September 1, 1831 Harrington was the son of a ship's carpenter. He came to Bath in 1847 and began building boats in 1855. Five years later he established a boatshop on Patten's Wharf where he built small boats for merchant vessels. He built 800 to 1,000 such boats, some of which were cat-rigged sailers of up to 16 tons and 40 feet in length that were used by menhaden (pogy) fishermen.

He built about 35 sailing yachts, and it was these that made his name in Portland and Boston. "They are neat, pretty little vessels," a journalist of the time noted, "mostly centerboard, and fitted up elegantly within." Among his first were *Sparkle*, built in 1861 for a Portland owner; and *Phantom* (1865), one-time

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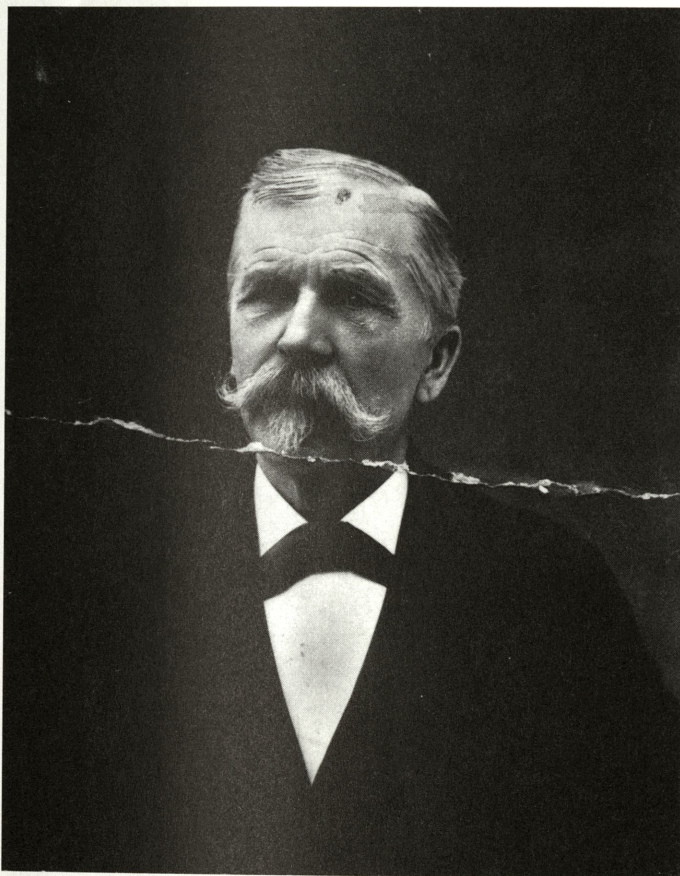


Fast and Beautiful—Charles B. Harrington built *Restless* for E.B. Mallett of Portland in 1887. She is shown (left) flying the pennant of the Portland Yacht Club. One of her trophies is included in Maine Maritime Museum's new exhibition, *All the Go: A Celebration of Yachting in Maine* opening June 25.

—MMM Collections

Small Point

Sailors have long been accustomed to climbing aloft on ratlines, but when it came time to step the 165-foot duraluminum mast in the J-boat *Ranger* at Bath Iron Works in 1937 diminutive Billy Small was assigned to climb up inside the hollow mast to buck the rivets.



Charles B. Harrington. -Freeport Historical Society

Harrington, continued

flagship of the New York Yacht Club. In 1868 he built *Pilgrim*, the boat that became infamous for "killing yacht-racing around Boston." Some years later he completed *Monhegan*, an imposing schooner-yacht owned by A.S. Rice; and the award-winning sloop *Restless*. In 1880 he launched *Juno*, the workhorse steam yacht owned and enjoyed by the shipbuilding Houghton family of Bath.

In May 1882 Harrington had 20 men working at his yard, and that September he purchased the former Alexander Robertson shipyard located at the far south end of the city. There he built at least 19 named vessels including the passenger steamers *Percy V.* and *Islander* of 1883 and *Catherine* and *Gardiner* of 1893; the tugboat *Phillips Eaton*; and the 199-ton schooner *Nellie A. Walker*, largest of his vessels.

No comprehensive record of his production is known but some of his more interesting yachts were recorded by photographers. One was the steam-yacht *Papoose*, which Harrington built on the torpedo-boat model in 1893. A rare photograph of her appeared in *The Rhumb Line* 17 (September 1998, page 3).

Matching Contributions Matching Contributions

Contributions, and in some cases membership dues are matched by many corporations. However, the museum has to be approved for matching funds and then apply for each match as the gift is received. If you are employed by—or retired from—a company that has a matching program please let us know by calling the Membership Office at (207) 443-1316.

All The Go: A Celebration of Yachting in Maine

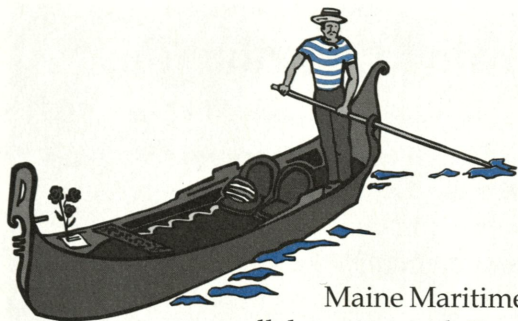


Opens June 25
in the Crooker Gallery

In 1894 he built five 28-foot boats of Spanish cedar and mahogany for the steam-yacht *Eleanor*, then building at Bath Iron Works. He also built her gig and 28-foot steam launch. He then furnished three boats for the Navy ram *Katahdin*, and later built boats for the BIW-built steam-yacht *Aphrodite*.

In 1897 Harrington was named Measurer of the newly-chartered Kennebec Yacht Club. His last recorded vessel—and a sign of the times—was the motor yacht *Waywassimo* of 1904, though he later began a small cabin cruiser that probably went unfinished. He died December 18, 1920, aged 89.

A sample of his skills may be seen in our June exhibition *All the Go: A Celebration of Yachting in Maine*, which includes a handsomely-sculptured eight-foot sailing model of a schooner-yacht believed to be the very one Harrington built—at a cost of \$400—for the 1876 Centennial Exposition at Philadelphia. The model was donated to the Museum by the artist Stephen Etnier. Looking at it, one can easily understand why C.B. Harrington became Bath's preeminent 19th-Century yachtbuilder.



Join Our Summer Cruise to Italy

Maine Maritime Museum is collaborating with Travel Seminars to offer an exclusive ten-day maritime exploration of the world's wettest city: Venice, Italy.

We depart from Boston October 18 and the tour concludes October 27. In Venice, boats of all kinds from water taxis (*vaporetti*) and gondolas to cumbersome cargo scows provide the only transport along 100 canals. Our tour highlights maritime history, beginning at the Museo Storico Navale and the Arsenal where the Venetian seafaring story is told. We visit the Squero di San Trovaso, where gondolas have been built and repaired for centuries, and see the site of Dogana di Mare and the original Custom House.

Our tour continues to the Basilica San Marco and the Ducal Palace where the Doges ruled for ten centuries, and the Bridge of Sighs where prisoners passed on the way to incarceration. Then we travel by *vaporetti* to Isola San Giorgio Maggiore's magnificent Palladian church. Later we'll explore the Venetian Lagoon where fish-farming (*vallicultura*) has been carried out for centuries. The tour pauses at Chioggia, for 600 years a major Adriatic fishing port, before continuing to the Church of San Vitale and the tomb of Galla Placidia at Ravenna.

On the the Isles of Murano and Burano decorative art is the topic. Burano is renowned for lacemaking and Murano for glass. At a glass museum there we will enjoy a private demonstration by master glassblowers and see glass samples from antiquity.

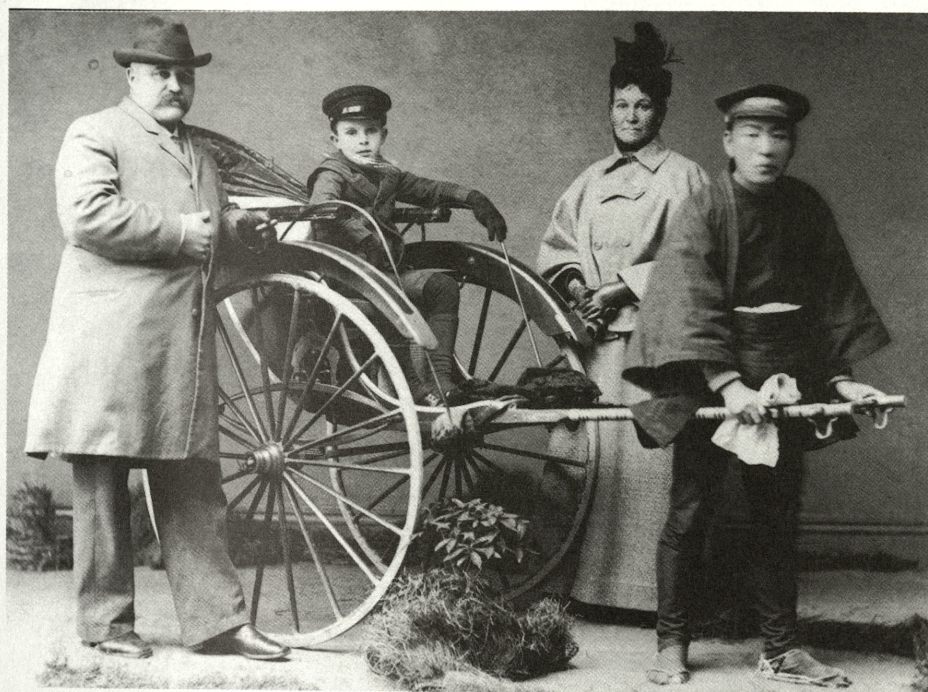
Homes of 16th-Century Venetians will be opened for us. The Villa Foscari, also known as "La Malcontenta" overlooks the Brenta Canal; and the Villa Barbaro in Maser is known for frescoes and a fine winery. Before our tour ends we will tour the Academia Museum's famous collection of Venetian art, and visit Santa Maria Gloriosa del Frari, the finest 14th-Century church in Venice.

The cost of \$3,950 per person (museum members) includes economy air fare, eight nights in a four-star hotel on the Grand Canal, many meals, fees and gratuities, and a \$200 deductible contribution to MMM. Non-members add \$100. For a full brochure call us at (207) 443-1316. *Ciao!*

Y2K@ MMM – Maine Maritime Museum is not ignoring the potential computer disruption in the Year 2000. Behind the scenes our Public Programs Director Ruth Maschino has been carefully confirming that our hardware and software will handle the change from 1K years to 2K years on January 1. Since she's practically living in her office to get this done, we figured she might as well have a regular address.

-Photo by Glory Penington





August Exhibit to Highlight a Familiar New Acquisition

Captain Scribner's *Jinriksha*, a new exhibit opening August 6 in the Peterson Gallery of the Maritime History Building will feature a rare Japanese *jinriksha* ("rickshaw") with strong historical ties to Bath and Maine Maritime Museum.

The two-wheeled conveyance (*jinriksha* literally means "human-power cart") was obtained by Captain David A. Scribner in Kobe, Japan. He consigned it aboard the steamship *Star of the East* for delivery to Portland, Maine. When the ship arrived in May 1889 the *jinriksha* occasioned so much interest that it was placed on exhibit for several weeks before being delivered to the Scribner farm in Topsham.

Captain Scribner's name is deeply engraved on the seafaring history of Bath. He served as master of several ships built by John McDonald in the shipyard that stood on the site of the Museum's south parking lot. Among his commands were the *St. Charles* (his first), *St. Francis*, *St. John*, *St. Lucie*, and *St. David*. His last command was the *Henry B. Hyde*, perhaps the most famous and successful of all the great Maine-built "Downeasters." He served as her master during 1897-1900.

The *jinriksha* is in good original condition, doubtless from having been long cared for by the Pejepscot Historical Society in nearby Brunswick. Some cleaning and conservation was carried out by MMM Volunteer Tad Pinkham and objects conservator Ron Harvey when the vehicle was loaned to our 1996 exhibition about Captain Melville Cook's travels in Meiji Japan. The Historical Society's board of trustees voted recently to approve transfer of title to Maine Maritime Museum. We are grateful for their decision and encourage everyone to support the vitally important work of the Society.

From Meiji Japan—In his Kobe studio the photographer Meiki posed Captain and Mrs. John Wesley Dickinson and their son Vincent with an unidentified *jinriksha* driver. Dickinson was master of the Bath-built ship *W. F. Babcock*. The *jinriksha* in the photograph is nearly a twin to the one sent home in 1889 by Captain Scribner. —MMM Collections

Scouts Wanted for "Sea"

Boy Scouts between the ages of six and 15 are invited to experience a grand overnight campout along the Kennebec River. Two sessions will be held, on August 21-22 and again on August 28-29.

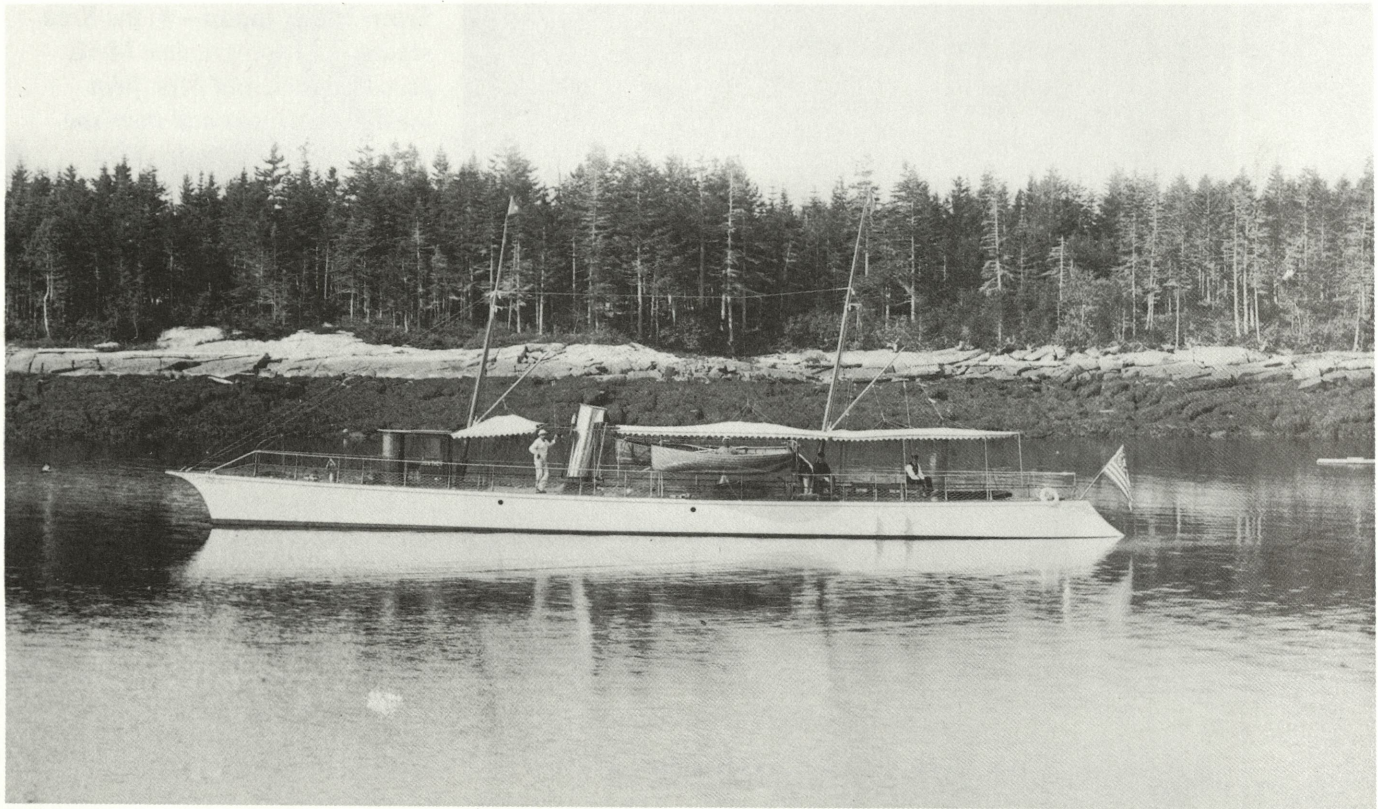
Participating Boy Scouts will return to seafaring days of Maine more than 100 years ago. After pitching tents on the Museum grounds they will enjoy a cookout, followed by knot-tying, celestial navigation, and a maritime Olympics featuring a lobsterman's relay.

After hoisting sails and learning their lines Scouts will cruise the Kennebec aboard the vintage-1923 passenger ferry *Chippewa*. Later, around a campfire a storyteller will spin seafaring yarns.

Scouts may follow the Arrow Point trail in weather, astronomy and boats. Earn credit toward a badge in communications by using signal flags to send messages to other scouts.

The \$40 per person cost includes dinner, breakfast, boat cruise and all program materials. Scouts, adult scout leaders and parents are invited to attend.

Call (207) 443-1316 ext. 321 for more information.



*Like a silent ghost the steam-yacht Now Then idles awhile in Maine, circa 1890.
Our exhibition All the Go: A Celebration of Yachting in Maine opens June 25.*

MAINE
MARITIME
MUSEUM



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